

Flying High with TRAWING-5

A photograph of two aviators in flight suits standing on a tarmac, facing each other and talking. They are wearing olive green flight suits with yellow and black striped harnesses. In the background, a T-34C Turbo-Mentor aircraft is visible on the flightline. The sky is clear and blue.

The careers of many Navy, Marine Corps and Coast Guard aviators first take off from Training Air Wing 5, NAS Whiting Field, Fla., where an instructor and student approaching a T-34C *Turbo-Mentor* on the flightline is a common sight. The following articles—an overview by the wing’s commander; the tale of a training flight mishap; a description of advanced rotary-wing training; the insights of a helicopter instructor pilot; and excerpts from a student’s journal—provide a glimpse of many aspects of flight training at TRAWING-5.



Harve Shiplett



Harve Shiplett

Tops in Training

By Capt. Christopher D. Hale

Seventy-five percent of all Navy, Marine Corps and Coast Guard student aviators will earn their Wings of Gold thanks to Training Air Wing 5, NAS Whiting Field, Fla. Whiting Field and the surrounding complex of 13 outlying landing fields comprise one of the most efficient airport complexes in the nation. Conducting over 1.5 million flight operations last year and flying close to 10 percent of *all* the Navy and Marine Corps flight hours, NAS Whiting Field and TRAWING-5 are irreplaceable national assets crucial to the success of Naval Aviation.

Training Air Wing 5's three primary squadrons—VTs 2, 3 and 6—fly the venerable T-34C *Turbo-Mentor*. This aircraft, scheduled for replacement by the T-6A *Texan II* starting in

Top, the turboprop T-34C *Turbo-Mentor* has been used in primary flight training at TRAWING-5 since the 1970s. Middle, instructor pilot Lt. William Beard discusses a flight plan with student Ens. Christopher McNamara. Above, Ens. Wayne Davey runs through a checklist prior to takeoff.

FY 2003, has been the primary trainer for virtually every squadron pilot currently on active duty in the fleet. The TH-57B/C *Sea Ranger* flown by Helicopter Training Squadrons (HT) 8 and 18 also has a long service history. The B model of this aircraft provides outstanding training in basic visual flight rules helicopter flying, and the C model's outstanding instrumentation package makes possible the training of the best instrument helicopter pilots in the world.

Keeping up with the times, TRAWING-5 is leading the way in joint training. In January 1998 we implemented a major change in the

way primary pilots are trained and evaluated. VT-3 became the first squadron to implement the Combined Primary Pilot Training syllabus (CPPT), training student aviators from the Navy, Air Force, Marine Corps, Coast Guard and many foreign countries in the *Turbo-Mentor*. The 8th Flying Training Squadron at Vance AFB, Okla., mirrors this training with a similar syllabus in the T-37 *Tweet*.

The CPPT draws from the best elements of both the Navy and Air Force training systems. It marries the flexibility of Navy training with the Air Force's more regimented student flow

system, and uses an objective grading criteria with specific levels of performance for each syllabus element. Students are graded as unable, fair, good or excellent. The result was the same level of quality in primary training that the Navy has always enjoyed, but with an expected reduction in training time from 28 to 22 weeks.

The new syllabus and grading system has changed the face of primary pilot training, and the future arrival of the Joint Primary Aircraft Training System will require additional modifications. However, one thing that will remain constant is the dedication of the instructors to training the best aviators in the world.

By continuing our tradition of implementing and testing changes, we will be able to achieve this goal.

Capt. Hale is Commander, TRAWING-5, NAS Whiting Field, Fla.

For more information on Whiting Field and its programs, log on to www.navy.mil/naswf.



Ultimate Training Test

By Lt. Kirk Wymore and Ens. Tyler Jones

On 26 March, a T-34C *Turbo-Mentor* of Training Squadron 6 took off from NAS Whiting Field, Fla., for what was supposed to be a routine early-evening training flight. But shortly after takeoff, the flight became anything but routine, putting the skills of both the instructor pilot and student to the test.

Instructor pilot (IP) Lieutenant James Deyo, USCG, was in the front seat with Second Lieutenant Bill Howlett, USMC, in the back seat for his first basic-instruments training flight. Howlett had about 15 total flight hours; this was his seventh flight, but he had never flown in the back seat or at night.

Suddenly, Howlett felt a blast of wind in the cockpit and couldn't see. He raised his visor and discovered the IP's flight helmet and the remains of a bird in his lap. They had suffered a devastating impact: a bird had shattered the canopy windshield and

struck Deyo in the face, breaking his visor and tearing his flight helmet off.

When Howlett realized that Deyo had been knocked unconscious by the impact, he took the controls and started emergency procedures. He flew to 2,500 feet and received radar vectors from approach control back to Whiting Field. Another T-34C flown by an instructor joined up with him to offer assistance. Howlett circled the airfield while coordinating with instructors on the ground about his situation.

With Deyo still unconscious in the front seat, Howlett decided it was time to try to land the *Turbo-Mentor* from the rear seat—something that is only done by IPs. The fact that it was nighttime added to the intensity of the situation.

Howlett lined the aircraft up on a five-mile-long final to the runway and started landing procedures. He was unable to turn the landing lights on because this can only be accomplished

from the front cockpit. He continued in for the landing, and at approximately 400 feet above the ground, the IP regained consciousness, responding to Howlett's shouted inquiries with a thumbs-up sign. Suffering extreme pain from his injuries, exacerbated by 100 mph winds blowing through the broken windshield, Deyo took the controls and safely landed the plane.

Rescue personnel were on the scene to remove the pilots from the aircraft. Lt. Deyo was airlifted to a hospital in Pensacola, Fla., where he underwent surgery and was placed in intensive care. He had suffered serious fractures in his face and lost his right eye. 2nd Lt. Howlett was not injured.

Captain Christopher Hale, Commander Training Air Wing 5, commended Lt. Deyo and 2nd Lt. Howlett for their outstanding airmanship and crew coordination. The safe conclusion to such a dire situation is a tribute to the quality of the instructors, students and curriculum in today's training command.

Lt. Wymore and Ens. Jones are assigned to the



Hoverin' Helos, Batman!

By JO2(AW) Russell C. Tafuri

Ask your buddy, the Navy (or Marine or Coast Guard) helicopter pilot, when he earned his wings. If it was between 1972 and today, bet him that you can guess where he was trained—you'll win if you say NAS Whiting Field, Fla. For

over 26 years Training Air Wing 5's two helicopter training squadrons—HTs 8 and 18—have trained 100 percent of the Navy, Marine Corps and Coast Guard aviators selected for rotary-wing designation.

Whiting Field is an ideal location

for helicopter training. The port facilities at Pensacola are close by, and nearby Pensacola Bay and the Gulf of Mexico allow training in over-water and instrument flying. Proximity to Pensacola also ensures easy access to one of the rotary curriculum's most unique instructional aids: the one-of-a-kind helicopter landing trainer, the HLT 514. This small ship is specifically designed to facilitate shipboard

landing training.

Helicopter students at Whiting Field reap the benefits of this prime location. "Our students receive over-water, instrument and shipboard operations instruction in the initial stages of training, which is considered advanced or follow-on training by the other services," said HT-8 CO Commander Walter B. Watson. "The combined-services team here at HTs 8 and 18 and the location of Whiting Field makes this the best training facility for helicopters in the world."



Harve Shipllett



Harve Shipllett

TRAWING-5's two helicopter training squadrons, HTs 8 and 18, train Navy, Marine Corps and Coast Guard aviators selected for rotary-wing designation using the TH-57 *Sea Ranger*.

A student may earn wings at Whiting Field and then return several more times after rotating to sea duty—as an instructor, in a non-instructor billet such as operations officer, or even as executive and then commanding officer of a training squadron.

"The combination of having received the foundational training here, then the experience and capability that we know is required of our aviators in the fleet, and returning those same people with real-time experiences back here to train our students, produces the quality that is so critical to our training," Watson affirmed.

Upon completion of the demanding syllabus at HT-8 or 18, the newly winged aviators will have accrued almost 225 hours of flight time in the Naval Air Training Command, and can truthfully claim they are "the best-trained helicopter pilots in the world."

JO2 Tafuri is assigned to the Public Affairs Office, NAS Whiting Field, Fla.



Wanna Fly Navy? Get a Bigger Logbook!

By Lt. Anne-Lynne Chapman

In the aviator's endless quest for flight time, the instructor pilots of the helicopter training squadrons (HT) at NAS Whiting Field, Fla., have it made. Take HT-8, for example: 31,209 flight hours in 1997, with each instructor averaging 628 hours. That's not enough for you? Don't worry, there's plenty more where that came from. The squadron's instructor of the year, Lieutenant Malcolm Potts, was racking up the flight time in FY 1997 before regulations shut him down—at only 928.5 hours.

What's it like being a helicopter instructor pilot? Lt. Potts explained,

"Every flight is a test of your instructional skills. It seems like the students come up with amazing new ways to keep you on your toes!" However, it is exactly this challenge that pilots returning to the HTs as instructors seek. "Students always remember who taught them how to hover. It takes a lot of patience, but when they realize that they are finally hovering by themselves, the look on their faces makes it all worthwhile," Potts said. "This is one of the reasons I am glad I came back to the training command."

The days are full of flight time, camaraderie and impressionable young

flight students absorbing your every word. Amazingly, they all seem to want to fly exactly what you flew in the fleet!

Hungry? A syllabus out-and-in flight to anywhere you want to go for lunch can be worked into the schedule. Want to take a weekend trip? A couple of students, the keys to the helicopter and training to accomplish will get you there in style, if not speed. Free time—yes, this is a shore tour—means being with your family, furthering your education and even getting to the gym regularly. And for the most part, the weekends are all yours. Opportunities abound in the Gulf Coast region: temperate weather invites you to visit the beautiful beaches, and major cities, theme parks and even colder weather are all within range of a TH-57 *Sea Ranger* cross-country.

Best of all, you will get flight time to make your logbook fat, your buddies envious and your skills unparalleled!

Lt. Chapman is an instructor with HT-8.

Oh, To Solo! A Student's Journal

By Ens. David M. Werner

26 July 1997

I'm now attached to VT-2, the *Doerbirds*, at NAS Whiting Field, Fla., for Primary flight training. I just finished my second week of ground school. As the name implies, I'm still on the ground. I haven't started flying yet. But ground school only lasts three weeks, after which I'll start flying. So I'm getting really close.

24 August 1997

I've finally started flying! After ground school, I had over two weeks without doing much; I stood a couple watches but that was it. Now I've completed the first familiarization flights (FAMs): FAM 0 was just an introduction to my instructor during which he explained what he expected of me, and I went over an aircraft pre-flight with him. FAM 1 was my first flight; after running through all the checklists, he took off and flew to Area 1 where I got to take the controls and get a feel for the aircraft.

In FAM 2, I got to take off. That was fun. We flew to Area 2 and I got to do a little more flying than I did the day before. On FAM 3, I have to land the aircraft. Things are going to happen really fast here. I only have 11 more FAMs before I solo on FAM 14.

13 September 1997

Things are starting to really pick up. It was slow going for a while, but I've flown the last three days straight. Yesterday I completed FAM 8. You're expected to know so much, and each flight just builds on what you should already know. It's very stressful! When you're in the plane—and thinking about what seems like a hundred different things at once—if you're unable to perform a procedure without thinking about it, you don't know it well

enough. It's mentally and physically exhausting! So you just study, study and when you think you've finally got it, you study some more. Then you go fly and try it out in the air.

Well, it's hard to believe, but I should probably solo in about two to three weeks. Wish me luck!

Memories. . . by Ted Wilbur



12 October 1997

Nope, I haven't soloed yet, but probably will either this week or next. I haven't flown a FAM in almost four weeks. I finished FAM 9 but wasn't able to get FAMs 10–12 done before my instructor went on leave, so I've been doing Basic Instruments (BIs). The first seven stages were in a simulator to introduce us to all the instruments and teach us how to fly without seeing outside the aircraft; the last three are the same except we're actually in the plane. I sat in the back seat with a hood over top of me so I couldn't see outside; the instructor sat in the front and took off. At about 5,000 feet, I took over and performed all the maneuvers that I was instructed to. When I completed everything, he flew us back to base. Now I'm done with BIs.

On Monday I should have a warm-up flight because it's been so long since I've flown (without a bag over my head, that is!). I'm sure I'll be a little rusty. I was finally getting comfortable in the landing pattern and now I have to get used to it again. Then I'll pick up flying where I left off, at FAM 10. If I fly every day next week, I'll have my FAM 13 check ride on Friday. That means I'll probably solo the next Monday!

27 October 1997

Okay, I'm gonna stop saying when I think I'm going to solo. First, I had four separate flights canceled due to weather. Last Monday I finally flew a FAM 9 warm-up after 5 weeks out of the front cockpit. I didn't get to start flying FAM 10 until Thursday. Then, when we departed the outlying field after my last landing and raised the gear handle, we got a flashing "wheels" light. We made a couple of low passes over the field for the people on the ground to check us out, and they confirmed that our gear appeared up and locked. The instructor took the controls and flew us back to home field while I manually cranked the landing gear. The flight was incomplete because I didn't get to fly home using course rules.

This morning, we made another attempt at FAM 10, but while doing our takeoff checklist we discovered that our flaps wouldn't raise after we lowered them. So we taxied to a parking spot and had a troubleshooter look at it, without success. So we had to taxi back, shut down and get a new aircraft. We took off and everything was running smoothly. Then, as I climbed through about 4,500 feet, I smelled fuel fumes in the cockpit. I informed my instructor and he took over the controls. We headed back to home field and while we were in the emergency landing pattern, we noticed the instruments showed zero oil pressure. Because of what we thought was an impending engine failure, as soon as we landed we did an emergency engine shutdown and emergency exit right there on the runway, and were met by a couple fire trucks and some other vehicles. After the firemen examined the aircraft and determined it wasn't going to explode

or anything, the plane was towed off the runway. So, obviously, the flight was not completed and I'll have to try to complete FAM 10 the next time I go flying. One of these days I'll solo!

16 November 1997

I'm finally starting to feel like a real pilot. Yes, I finally got to solo! On Tuesday, 4 Nov, I had my FAM 13 checkride—kind of like a final exam for the FAM stage. On this flight, anything was fair game for the instructor to ask me or expect me to perform. I ended up doing my solo that day.

After I was issued my aircraft and briefed by the flight duty officer, I went out to pre-flight my plane. I wasn't very nervous at this point because I was more concerned with time—I had to log about 1.5 hours of flight time and be back at home field no later than 1628, a half hour before sunset. I was about 10–15 minutes into the flight before it actually hit me that I was flying by myself. I was at around 8,000 feet, looked down and realized that I had to actually land this thing to survive. I really wasn't that nervous, but it was still something to think about.

I completed the four required touch and goes at an outlying field, and then requested one more because they were going so well. These were probably the best landings I've ever done. Too bad there was no instructor in the back seat to witness them! I still had almost an hour before I had to be back, so I did a little sightseeing. It was really incredible because I was flying close to the Gulf Coast and Mobile Bay and the sun was getting low so the ocean was an amazing orange color. On my way back I realized that I was really pushing it to get back by 1628, so I requested 190 knots instead of the normal 170 knots on course rules. I ended up landing at 1625. My FAM 14 solo was a great flight and a real confidence booster.

I've started my next stage of training which is pretty interesting: precision aerobatics. I got another solo during the aerobatics phase; it was basically the same as my FAM 14 solo except after doing my required touch

and goes, I was able to perform some aerobatic maneuvers by myself. I wasn't planning on doing a lot but once I started, I really got into it and ended up doing aerobatics for the next half hour. It was incredible! I'm scheduled for another checkride tomorrow, then I'll learn some more maneuvers, and then solo again. After that, I'll be done with this phase. I'm moving right along now.



Ens. Werner, background, on his formation-flying solo flight with his partner, Ens. Nicole Driscoll.

8 December 1997

I finished precision aerobatics, and also my two night familiarization flights. My landings on NFAM-2 actually ended up being the smoothest yet. I'm now doing my next to last stage in Primary which many people think is the most exciting and fun: formation flying (FORM). I'm paired up with a partner, each of us in our own plane, and we practice flying as lead and wingman. We fly the entire flight with 4 feet wingtip to wingtip, 20 feet nose to tail, and 10 feet of stepdown. I did my FORM-1 on Friday. It was incredible! Procedurally, I know exactly what to do. However, it is incredibly difficult to fly the exact distance from the other aircraft; it takes constant power and control adjustments. On FORM-6, my partner and I get to fly solo, with an instructor in a chase plane making sure the flight is conducted safely. By then, my airwork should be pretty smooth so it will be really fun.

17 January 1998

I've finished FORMs, which was my favorite phase of Primary. By FORM-3 my airwork had really improved and the flights just became a lot of fun. My FORM-6 solo was great! Then I started ground school. I'm now partway through Radio Instruments, the final phase of

Primary, where we learn how to fly just by using our instruments. I haven't worked this hard since I started FAMs! Basically, all I do is fly and study and not much else.

I've been trying to decide what my first three aircraft choices should be when I select. Actually it's only the order that I've been debating. Right now, my first choice is the E-6 *Mercury*, but it's very hard to get that aircraft. I hear they only select one person every couple weeks, so I'm not getting my hopes up for that one. My second choice is between P-3 *Orions* and jets. I've already changed my mind about five times, but as of right now I'm leaning towards P-3s. I want to fly each of them for different reasons. The bottom line is, though, if I get selected for any of the three, I'll be really happy. I should know by the end of the month.

29 January 1998, A.M.

I am now done with Primary flight training. These past three weeks have been the hardest and busiest for me. Basically, all I have done is fly and study with a little bit of sleep thrown in. I've even flown on the weekends. In fact, I flew twice on Super Bowl Sunday. It's been hard, but I feel like I've learned a lot, so it was worth it.

I went into the squadron this morning to fill out my selection card. I put E-6s first, then props, and jets third. I should find out this afternoon what I get. I am really nervous right now. I just hope I get one of my top three choices.

29 January 1998, P.M.

I can't believe it! I got my first choice: E-6s! I am really surprised. There hasn't been an E-6 slot since early December, and this week there was only one—and I got it! This is a huge relief. I now get to look forward to training in Oklahoma. See you there! ✈️

Ens. Werner completed Intermediate flight training at NAS Whiting Field Fla., in March, and began Advanced flight training with the 32nd Fleet Training Squadron, Vance AFB, Okla., in April.